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HONGKONG, FRIDAY, NOVEMBER 5, 1909.

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NEW MUSIC.

We have just received an excellent collection of songs and piano-forte music from Messrs. Enoch and Sons "Come sing to me," by Jack Thompson, is a charming song for a medium voice, not demanding too much in the way of execution. It has a well harmonised refrain if desired, another song by the same well-known composer, entitled "The Bee and the Flower," should find many admirers, for it is very tuneful with an extremely pretty accompaniment. The name, Herbert Bunting, appearing on the cover as the composer of a piece of music always gives promise of good things within and "Phyllis, with eyes of tender blue," is no exception to this. Written for medium voice, with a rippling accompaniment, the melody frequently sustained in the left hand, it forms a most effective number. "The Garden Enchanted," by Tom Sutton, is another pretty song with a harmonious refrain. "Dolly shall be mine," (Harold Fraser-Simson) "The Hush of Evening" (Frodo) and "Yvette" (Eric Coates) should also quickly become drawing-room favourites. Landon Ronald is responsible for a very tuneful number in "One long thought of you," also for a song cycle for voice, orchestra, or piano (1) "At Night," (2) "To-day they've laid her low" (3) "Constancy," (4) "The sounds of earth are faint." These four numbers will well repay a little earnest work.

Two effective Two-part Songs, "The Lark's Carol" by Ernest Newton, and "The Song of the Sea Shell," by Percy Elliott, complete the list of vocal music.

Among the piano-forte music we find an excellent book of Octave Studies by Dr. Ralph Ballin. There are 12 Studies in all, and each is a perfect gem in its way. As Dr. Ballin says in his preface, "There are in existence innumerable Octave Studies, but they are for the most part of little musical interest. The object of the present Series is to remedy that defect." That Dr. Ballin has done so is obvious even at a glance.

Another melodious, and extremely useful, study is "Winterreise," from the same composer's pen. "Paysage Breton," by Paul Wachs, is tuneful and presents no difficulties to a juvenile performer being carefully fingered. Two numbers from the pen of Henri Dutilleul "Vergers Fleurs" and "Gallant Cortège," are worthy of attention. To those who revel in slow waltzes "Titania" (Adolf England) "A Jambou" (Archibald Joyce) and "Reve d'Orient" (Marcel Girard), will appeal.

During a medical examination at Colchester of the 8th Hussars, who are under orders for India, twelve men, whose teeth were defective were sent to a local dentist, who reported that the teeth could be rendered serviceable at an average of 23 per man. It appears that when permission was asked of the War Office for the expenditure of this sum the reply came that the men must either pay the money themselves or take their discharge. Eleven of the twelve have in consequence left the Army. All were highly trained soldiers of some years' service.

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Hongkong, November 11, 1909. 114

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Hongkong, April 14, 1909. 515

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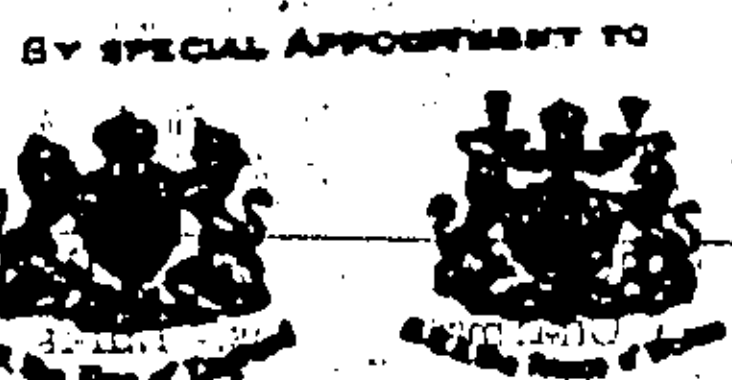
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Hongkong, September 13, 1908. 118.

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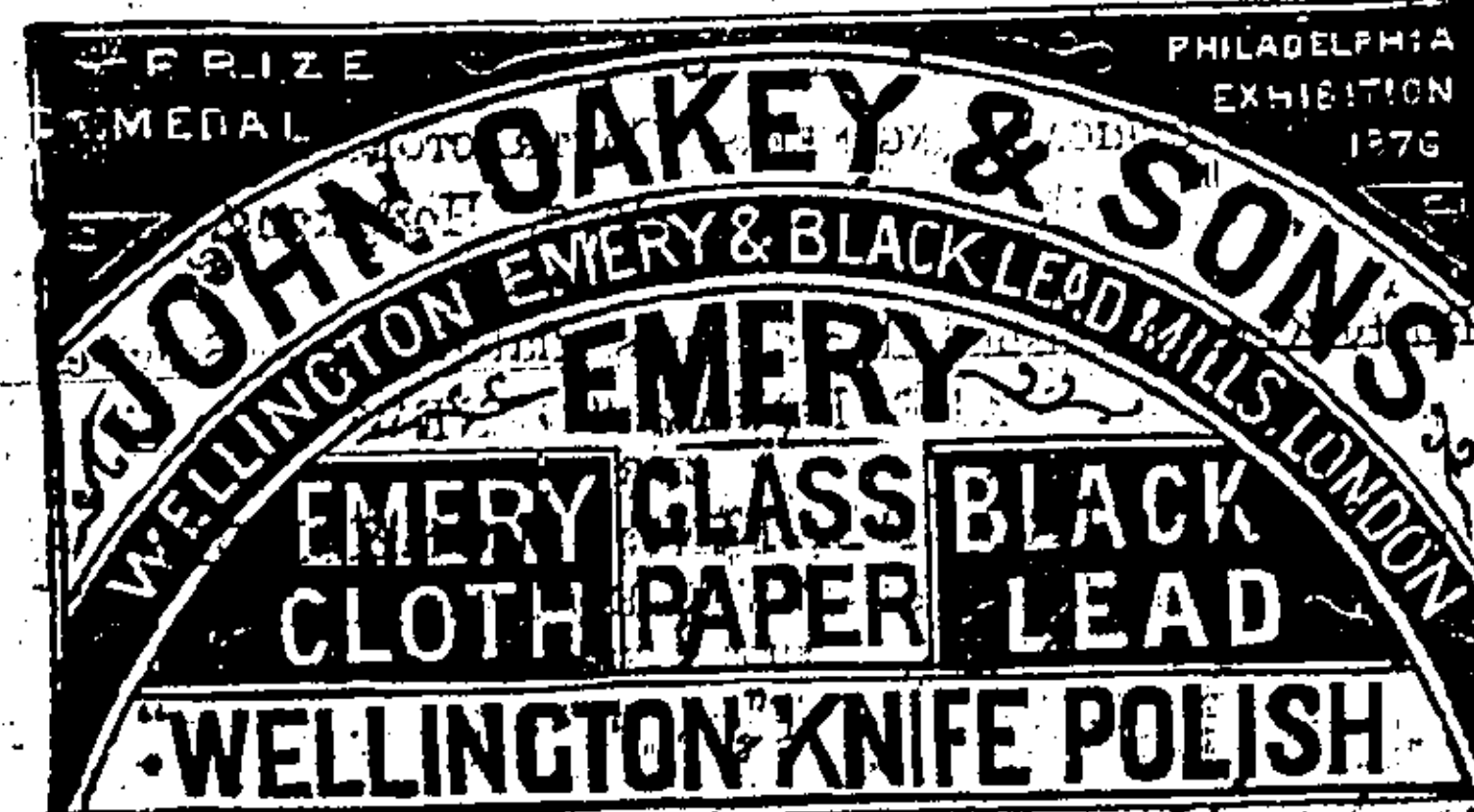
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Admission Tickets:—Adults, 1s.

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Tea and cakes will be served during the

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Hongkong, November 1, 1909. 1348**DON'T 'BATCH' IN BATCHES!!**

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Cuisine excellent.
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Hongkong October 28, 1909. 1363

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A JAPANESE WRITER
IN ENGLAND.**The Love of Horses.**

The Japan Mail publishes the following
translation by Prof. Arthur Lloyd of a
chapter from a book by Mr. Sugimura
entitled "Dai-Ei yuki" (Account of a
Journey in Great Britain).
There is to be a Cart Horse Show in
Regent's Park to-day. Wouldn't you like
to go and see it?

The speaker was a pretty thirteen-year-
old maiden, the daughter of a German who
occupied the next room to mine at the
Hotel, and she had come herself to give
me the invitation. I had no more idea
than the Man in the Moon of what a Cart-
horse show might be, and I had to ask for
an explanation. My fair visitor told me
that it was a sort of competitive meet-
ing for all the cart-horses in London,
and that at its close prizes and certifi-
cates of merit would be given to the
best horses, the object of the meeting
being to encourage the breeding and care
of horses. I confess that it did not sound
specially interesting, but it was a pretty
little girl of thirteen that asked me, the
daughter of my German friend next door,
and what could I do but give a ready
consent? We started, a party of four, the
young lady and her father, an Englishman
staying at our hotel, and myself, and we
took the underground railway to Baker
Street. From this point we found the
streets thronged with sight-seers, through
whom we were obliged to push our way
with some patience and difficulty, until we
came near the Park Gate, where, sure
enough, we found carts in shoals coming in
a long procession. The horses one and all
were magnificently big fellows; in honour
of the day each was decked out with rib-
bons, and carried on coloured paper, and
bright coloured metal rings. Some of the
horses were gay with medals and decora-
tions that they had won at previous shows.
On the waggon and carts were seated the
draymen, grocers' men, dealers, and
others, each on the cart to which he
belonged riding along with wife and
children, grinning happily, and munch-
ing the bread and butter of the street.
On either side of the street the spec-
tators lined up, and the crowd of sight-
seers passing from mouth to mouth,
"What a good horse!" "What breed is
that?" "That horse is too fat!" "His legs are
too short!" "What a good horse!" "What
breed is that?" "That horse is too fat!"
"His legs are too short!" "What a good
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PEARSON'S KEY COL

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 10/30 TIMES more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE.

ONE GALLON will make 400 Gallons of Efficient Disinfectant.

PERFECT EMULSION IN WATER.

PRICE \$3.00.....per 1 Gallon Drum.
12.50.....per 5 Gallon Drum.
2.60.....per 1 Gallon in Bulk.

PEARSON'S SAPONIFIED CRESOL

Co-efficient 10; in 1 Gallon Drums) To be obtained from usual dealers.
 5; in 1 " } Prices on application.

Ask other manufacturers of fluids for a Guarantee of the Germicidal Strengths of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs and then compare the result with our HYCOL—This is the only way you can arrive at the Germ killing properties and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.,
 SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LD.
 Hongkong, September 1, 1908. 1101

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000

RESERVE FUNDS—

Swollen.....\$1,000,000@—\$15,000,000

Silver.....15,350,000

.....\$30,250,000

RESERVE LIABILITY OF } \$15,000,000

PROFITORS.....

COURT OF DIRECTORS

Hon.-Mr W. J. GIBSON—Chairman.

H. E. TOMKINS, Esq.—Deputy Chairman.

G. Bailloch, Esq. Fr. Lieb, Esq.

J. W. Bandow, Esq. E. Shollin, Esq.

E. G. Barrett, Esq. R. Shouvan, Esq.

C. S. Gubbay, Esq. E. A. Siebs, Esq.

O. R. Lenzmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

(On Fixed Deposits—

Banks.

THE CHARACTERD BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1855.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,300,000

RESERVE FUND.....£1,276,000

RESERVE LIABILITY OF PROPRIETORS.....£1,300,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balances.

On Fixed Deposits for 12 months 4 1/2

..... 9 1/2

..... 9 1/2

WM. DICKSON, Manager.

Hongkong, April 6, 1909. 64

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

" 12 " " "

J. R. M. SMITH,
Chief Manager.

Hongkong, October 29, 1909. 68

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
J. R. M. SMITH,
Chief Manager.

Hongkong January 12, 1907. 15U

THE MERCHANTS' BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL£1,500,000
.....£1,198,000

CAPITAL

..Fl. 6,125,745.- (\$510,479)

HEAD OFFICE—AMSTERDAM.
BRANCHES—BATAVIA,
BRAN CHES.—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cheribon, Legai, Pecalongan, Paoteroan, Jilapah, Padang, Medan (Deli), Palembang, Kota-Badia (Achoen) Bandjermasin, Correspondence at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.
LONDON, ENGLAND, The Union of London and Smith Bar's Bank.

The Bank buys and sells and receives to collection Bills of Exchange, issues letters of credit on the Branches and correspondents in the East, on the Continent; in Great Britain, America, and Australia, and carries banking business of every description.

INTEREST ALLOWED.

On Current Accounts 3% per Annum on Daily Balances.
Fixed Deposits 12 months 4½ %
Do. 6 months 4 %
Do. 3 months 3½ %
Do. 1 month 3 %

J. F. VAN REES Agent.
Hongkong, October 29, 1909.

RUSSELL'S CHINESE BAKERY

Paid-Up 20,000,000 500,000
RESERVE FUND 2,500,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED
INTEREST Allowed on Current Accounts
at the rate of 5% per annum on the Daily Balance.
On Fixed Deposits:-
For 12 months 4 1/2
" 18 " 4 1/2
" 24 " 4 1/2
" 36 " 4 1/2
" 48 " 4 1/2
" 60 " 4 1/2
" 72 " 4 1/2
" 84 " 4 1/2
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DISTURBANCE ON THE CYCLOPS.

Excess Officers Charged.

Four Chinese excess officers were charged at the Magistrate's today with assaulting a number of tallowmen on board the a.s. Cyclops.

Mr. Shenton, for the defence, objected to the case going on and asked for a formal remand. He said the position was that in August last summonses were issued against the complainants in this case, some in respect of assault and some in respect of opium which was confiscated. Those men were convicted and ordered to pay \$10 each. The ship then went away and returned to the Colony some five days ago. Then the complainants took out these summonses, which were not served until five o'clock last evening. Having regard to the gravity of the offence, these men being excess officers—he must ask for time to prepare the case. He contended that these proceedings were merely vexatious as the complainants had every opportunity to issue the summons on the last occasion, but did not do so. Now, at the last moment, when the ship was to leave within a day, they brought these proceedings.

Mr. Gudge for complainants said on August 11th last the summonses against the complainants were taken out and the ship sailed the following morning. The vessel was now going away and demanding if she were detained, would amount to \$1,000 a day. She was due at Manila on Monday night and would be away for three or four months by which time everything would have been forgotten. He argued that the case was not vexatious as the complainants were merely vexatious as the complainants had every opportunity to issue the summons on the last occasion, but did not do so. Now, at the last moment, when the ship was to leave within a day, they brought these proceedings.

His Worship (Mr. Halliday) [I think you must go with the case, Mr. Shenton.] Mr. Shenton—I think it is impossible because I do not know what witnesses the defendants wish to call.

Mr. Gudge—We can get through the summons and then ask for a remand. Mr. Shenton—I think it is most unfair to ask me to go on. It is not an ordinary case of assault at all. It is a case of assault by excess officers whilst executing duties conferred upon them by the Government, a most serious offence.

His Worship—You say you have had no opportunity of seeing witnesses at all? Mr. Shenton—None whatever. I was only instructed less than an hour ago.

His Worship—I can give you an hour in which to look into the case, but that is the most I can do.

Mr. Shenton—The excess-officer tells me that the only thing to do in the circumstances is to withdraw under protest. It is absolutely impossible to go on.

Mr. Gudge said his friend's position was trivial and ridiculous. He contended that present when the men were identified by the crew of the steamer on Tuesday afternoon. He knew perfectly well what the matter was about and that certain excess men were going to be charged. He could only come to one conclusion, that was that the affair had something to do with what took place on board the Cyclops on August 11th. He had had from Tuesday afternoon until last night to see his witnesses and had access to the men on board ship that day. He knew their statements. Why was not that done?

Mr. Shenton said Mr. Gudge had never been informed that any summonses were to be taken out.

His Worship—If the case is to carry on you withdraw, Mr. Shenton.

Mr. Shenton—Yes, you will note that it is under protest.

His Worship—We must continue. We must take the witnesses for the prosecution and after that if necessary, have a remand.

Mr. Shenton said that on August 11th the Cyclops was at her buoy in the harbour discharging cargo. The ship was crowded with coolies. At about 4.30 p.m. one of the tallowmen was walking on the aft deck of the steamer when the tallowmen came up. He was dressed as an ordinary coolie and had absolutely no distinctive badge of any sort or description. This man then took the tallowman by the queue, led him along the flush deck forward and then on to the forecastle head where the tallowmen's quarters were. Here were two other tallowmen, and without any warning all were arrested by men who afterwards turned out to be excess officers. They were taken violently by their queues, pulled up on deck, hauled down the companion ladder to a light, then hauled from the lighter to a sampan, landed on the shore at Victoria and marched up to the Police Station. One of them was with a stick by whom he did not know, and the quarter-master also saw the men hitting another with their fists on his face and body. Another was hit with an iron bar while on the lighter. The tallowmen called out to the Chief Officer on deck, and the latter sent the quarter-master down to see that they were not hurt. The Chief Officer then came to the fore, and considered that the men were brutally treated. There was absolutely no reason for treating the men like this, and none of the men, who were guilty of this conduct had any distinctive mark whatever. The Ordinance provided that some distinctive marks should be worn. The tallowmen did not understand what was happening. Knowing the ship was full of coolies, they thought these men were robbers. There was a European Sergeant on board, P. Wilson, but it seemed that the row commenced and the New tallowman was arrested before he was seen. He was asked the meaning of the treatment by the Captain and the Chief Officer. The latter remonstrated with him, but the sergeant told him that unless he was careful he would lock him up. The sergeant was most insolent all the time he was on the ship, and even pushed the Captain aside as if he were a coolie.

His Worship—But he is not charged.

Mr. Gudge—No; I could not charge him because he did not commit an act of assault, and I could not charge him with acting and abetting because this is not a felony. But further steps will be taken against him if we think necessary.

Capt. Harris stated that on August 11th in the afternoon he heard a disturbance on deck. He went out of his cabin and saw two of the tallowmen being dragged along the deck by the tallowmen. The men were being hauled along by one man, who was thought to be one of the painters engaged on the ship. He thought a general row had arisen between the Chinese. Later it transpired that the man who had seized the tallowmen was an excess officer, the first defendant. There was another man with him, the fourth defendant. A European police officer was watching the proceedings. Witness told him who he was and asked by what authority this cruel treatment was proceeding. The officer told witness to read his Hongkong regulations and he would find out what any one of sixty coolies would tell him. Witness remon-

THE SHANGHAI AUTUMN RACE MEETING.

The following results of the Shanghai Races arrived too late for publication in last night's issue.

THE MANICU STAKES. Value Tls. 250. For China Ponies, born & bred in the colony, to be run on the 1st of the month. One mile and a quarter.

Mr. Piro's Milkman (Mr. Burkill) 1
Mr. Hasty's Tm (Mr. Creighton) 2
Mr. Dick Turpin's Valerian (Mr. Lamprave) 3

Time, 3m. 04 sec.

THE CONSOLATION CUP. Value Tls. 250. For China Ponies that have run at this meeting and not won a race. One mile and a quarter.

Mr. Ballin's Sirius (Mr. Moller) 1
Mr. Pash's Pianola (Mr. Alderton) 2
Messrs Teeg and Spoonman's Sulley (Mr. Hayes) 3

Time, 3m. 00-3/5 sec.

THE CHAMPION SWEEPSTAKES. Value Tls. 1,000. For all China Ponies winners at this meeting. One mile and a quarter.

Mr. Saxo-Bourasia's Sagittarius (Mr. Moller) 1
Mr. Buxey's Spring Rose (Mr. Poulsen) 2
Mr. Buxey's Little Gem Rose (Mr. Burkill) 3

Time, 2m. 55-2/5 sec.

THE JOCKEY CUP. Value Tls. 200. For all China Ponies that have started at this meeting and never won a race. Seven furlongs.

Mr. Ring's Capello (Mr. Fock) 1
Mr. Hay's Foxglove (Mr. King) 2
Mr. Avanti's Snippet (Mr. Eggers) 3

Time, 2m. 01 sec.

THE JOCKEY CUP. Value Tls. 200. For all China Ponies that have started at this meeting and never won a race. Seven furlongs.

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ANNUAL LICENSING MEETING.

Two Applications Refused.

The annual meeting of His Majesty's Justices of the Peace for the Colony was held at the Magistrate's today afternoon, when applications for 18 publicans' and seven private licenses were considered. Mr. J. R. Wood presided, and there were also present: Rev. F. T. Johnson, Rev. C. H. Hocking, Lieut. Beckwith, Capt. Lyons, Capt. Beddard, Messrs R. H. A. Craig, A. Rumjahn, A. F. Anelli, T. E. King, G. A. Woodcock, A. Mackenzie, Shalton Cooper, M. S. Northcote, J. A. Jupp, W. R. Widdham, C. Lalrants, W. N. Fleming, A. H. Ough and G. M. Eda.

His Worship made reference to convictions of two of the applicants for publicans' licenses, namely Mr. Meyer, of the Colonial Hotel, and Mr. Omar, of the Cosmopolitan Hotel. He said these had been cautioned. Mr. Wood also drew attention to the application standing in the name of Mrs. Dechman, of the Oriental Hotel, and said this had now been withdrawn as the applicant did not want the license. With regard to the application in respect of the Stag Hotel, the applicant whose name appeared, Mr. Barker, was now dead, and a special meeting would be held to consider an application for the transfer of the license from Mr. Madar. His Worship pointed out with regard to the application for a publican's license from the proprietor of the Astor House Hotel that there had previously been only an adjunct license there, and that a conviction had been recorded for a breach of the same. It granted there would be a bar installed.

Rev. C. H. Hocking said if the police were satisfied as to the manner in which the Hotel would be conducted, the application would be granted. He thought they ought to issue a caution, as there had been very close sailing to the wind there.

It was decided to refer the application to a publican's license to sell at the Astor House Hotel, as well as the application for an adjunct license in respect of the Peak Hotel. It was also agreed to adjourn the applications in respect of the Globe Hotel, the Owl Grill Room and Berkeley's cafe because of the non-attendance of the applicants.

Mr. Shenton Cooper thought the applicants who had not appeared ought to be told to do so out of respect to the Justices. They should be cautioned in this instance. His Worship said he would deal with the matter.

All the other applications were granted.

THE JOCKEY CUP. Value Tls. 200. For all China Ponies that have started at this meeting and never won a race. Seven furlongs.

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Time, 2m. 01 sec.

SPORTING.

Cricket.

Burra v. Ponca.

The Buffs met the Ponca in a cricket match at Happy Valley on Thursday afternoon when the latter won by 107 runs to 87. Captain Baird, not out, attained a score of 55 and Lance-Opl. Sanders contributed the good score of 25 for the Buffs; while Edwards, 18, and McHardy 14 were the highest scorers for the Ponca. The scores were:

THE BUFFS.
Mr. Wadd, b Kerr 3
Pte Miller, c Pitt, b King 3
Pte Pitt, c Woodhouse, b King 4
Pte Baird, b King 0
Pte Sanders, b King 25
Pte Edwards, b King 18
Pte McHardy, b King 14
Pte Kerr, not out 56
Pte Woodhouse, c Edwards, b Kerr 25
L. Opl. Sanders, c Woodhouse, b Kerr 25
Pte Kerr, c Woodhouse, b King 2
Pte Baird, c Woodhouse, b King 2
Pte Sanders, c Woodhouse, b King 2
Pte Edwards, c Woodhouse, b King 2
Pte McHardy, c Woodhouse, b King 2
Pte Kerr, c Woodhouse, b King 2
Pte Woodhouse, c Woodhouse, b King 2
Pte Baird, c Woodhouse, b King 2
Pte Sanders, c Woodhouse, b King 2
Pte Edwards, c Woodhouse, b King 2
Pte McHardy, c Woodhouse, b King 2
Pte Kerr, c Woodhouse, b King 2
Pte Woodhouse, c Woodhouse, b King 2
Pte Baird, c Woodhouse, b King 2
Pte Sanders, c Woodhouse, b King 2
Pte Edwards, c Woodhouse, b King 2
Pte McHardy, c Woodhouse, b King 2
Pte Kerr, c Woodhouse, b King 2
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Pte Sanders, c Woodhouse, b King 2
Pte Edwards, c Woodhouse, b King 2
Pte McHardy, c Woodhouse, b King 2
Pte

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	VESSELS	DATE	REMARKS
SHANGHAI	ASSAYE	About 12th	From Hongkong
LONDON, via Suez	DEVANHA	Nov. 13th	See Special
SHANGHAI, MOJI, KOBE	PALAWAN	About 18th	Freight and
LONDON & ANTWERP	NAMUR	About 1st	Freight and

E. A. SEWELL, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE"

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "EMPEROR OF CHINA" Saturday, 6th Nov.

From St. John: "EMPEROR OF BRITAIN" Friday, 3rd Dec.

"EMPEROR OF JAPAN" Saturday, 21st Nov.

"EMPEROR OF BRITAIN" Friday, 31st Dec.

"EMPEROR OF JAPAN" Saturday, 19th Dec.

"EMPEROR OF BRITAIN" Friday, 28th Dec.

"EMPEROR OF JAPAN" Saturday, 17th Dec.

"EMPEROR OF BRITAIN" Friday, 26th Dec.

"EMPEROR OF JAPAN" Saturday, 15th Dec.

"EMPEROR OF BRITAIN" Friday, 24th Dec.

"EMPEROR OF JAPAN" Saturday, 13th Dec.

"EMPEROR OF BRITAIN" Friday, 22nd Dec.

"EMPEROR OF JAPAN" Saturday, 11th Dec.

"EMPEROR OF BRITAIN" Friday, 20th Dec.

"EMPEROR OF JAPAN" Saturday, 9th Dec.

"EMPEROR OF BRITAIN" Friday, 18th Dec.

"EMPEROR OF JAPAN" Saturday, 7th Dec.

"EMPEROR OF BRITAIN" Friday, 16th Dec.

"EMPEROR OF JAPAN" Saturday, 5th Dec.

"EMPEROR OF BRITAIN" Friday, 14th Dec.

"EMPEROR OF JAPAN" Saturday, 3rd Dec.

"EMPEROR OF BRITAIN" Friday, 12th Dec.

"EMPEROR OF JAPAN" Saturday, 1st Dec.

"EMPEROR OF BRITAIN" Friday, 11th Dec.

"EMPEROR OF JAPAN" Saturday, 30th Nov.

"EMPEROR OF BRITAIN" Friday, 9th Dec.

"EMPEROR OF JAPAN" Saturday, 29th Nov.

"EMPEROR OF BRITAIN" Friday, 8th Dec.

"EMPEROR OF JAPAN" Saturday, 28th Nov.

"EMPEROR OF BRITAIN" Friday, 7th Dec.

"EMPEROR OF JAPAN" Saturday, 27th Nov.

"EMPEROR OF BRITAIN" Friday, 6th Dec.

"EMPEROR OF JAPAN" Saturday, 26th Nov.

"EMPEROR OF BRITAIN" Friday, 5th Dec.

"EMPEROR OF JAPAN" Saturday, 25th Nov.

"EMPEROR OF BRITAIN" Friday, 4th Dec.

"EMPEROR OF JAPAN" Saturday, 24th Nov.

"EMPEROR OF BRITAIN" Friday, 3rd Dec.

"EMPEROR OF JAPAN" Saturday, 23rd Nov.

"EMPEROR OF BRITAIN" Friday, 2nd Dec.

"EMPEROR OF JAPAN" Saturday, 22nd Nov.

"EMPEROR OF BRITAIN" Friday, 1st Dec.

"EMPEROR OF JAPAN" Saturday, 21st Nov.

"EMPEROR OF BRITAIN" Friday, 20th Nov.

"EMPEROR OF JAPAN" Saturday, 19th Nov.

"EMPEROR OF BRITAIN" Friday, 18th Nov.

"EMPEROR OF JAPAN" Saturday, 17th Nov.

"EMPEROR OF BRITAIN" Friday, 16th Nov.

"EMPEROR OF JAPAN" Saturday, 15th Nov.

"EMPEROR OF BRITAIN" Friday, 14th Nov.

"EMPEROR OF JAPAN" Saturday, 13th Nov.

"EMPEROR OF BRITAIN" Friday, 12th Nov.

"EMPEROR OF JAPAN" Saturday, 11th Nov.

"EMPEROR OF BRITAIN" Friday, 10th Nov.

"EMPEROR OF JAPAN" Saturday, 9th Nov.

"EMPEROR OF BRITAIN" Friday, 8th Nov.

"EMPEROR OF JAPAN" Saturday, 7th Nov.

"EMPEROR OF BRITAIN" Friday, 6th Nov.

"EMPEROR OF JAPAN" Saturday, 5th Nov.

"EMPEROR OF BRITAIN" Friday, 4th Nov.

"EMPEROR OF JAPAN" Saturday, 3rd Nov.

"EMPEROR OF BRITAIN" Friday, 2nd Nov.

"EMPEROR OF JAPAN" Saturday, 1st Nov.

"EMPEROR OF BRITAIN" Friday, 31st Oct.

"EMPEROR OF JAPAN" Saturday, 30th Oct.

"EMPEROR OF BRITAIN" Friday, 29th Oct.

"EMPEROR OF JAPAN" Saturday, 28th Oct.

"EMPEROR OF BRITAIN" Friday, 27th Oct.

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"EMPEROR OF BRITAIN" Friday, 11th Oct.

"EMPEROR OF JAPAN" Saturday, 10th Oct.

"EMPEROR OF BRITAIN" Friday, 9th Oct.

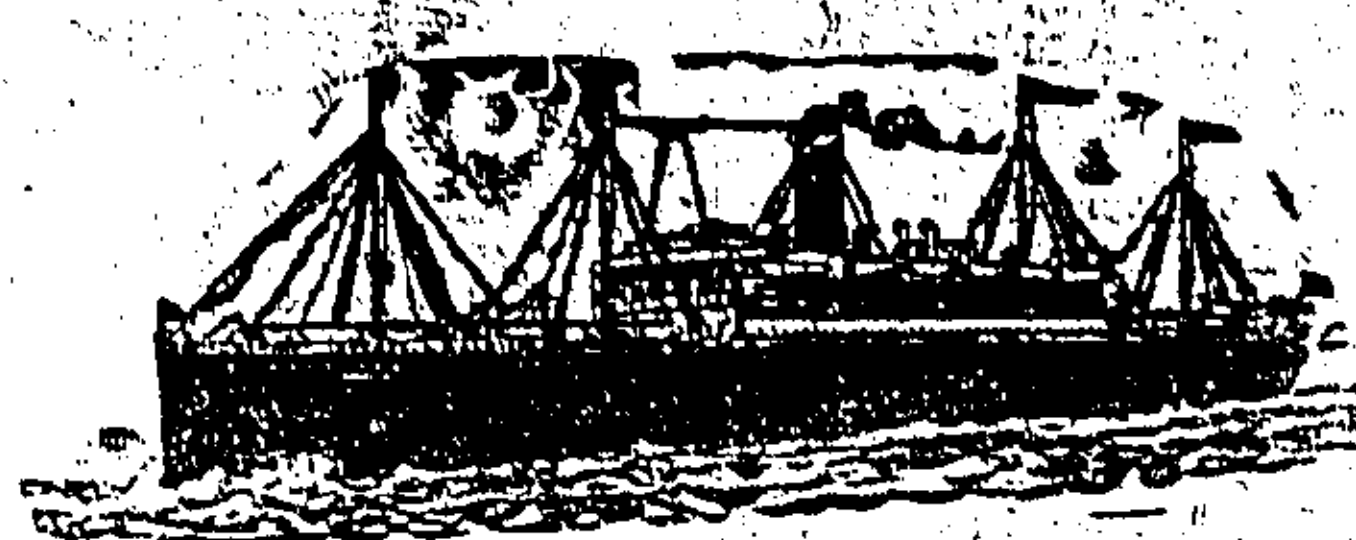
"EMPEROR OF JAPAN" Saturday, 8th Oct.

Shipping.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
MONGOLIA	27,000 Tons, SATURDAY, 13th Nov., at Noon.
TEXYO MARU	21,000 " FRIDAY, 12th Nov., at Noon.
KOREA	18,000 " TUESDAY, 9th Nov., at Noon.
NIPPON MARU	11,000 " FRIDAY, 10th Dec., at Noon.
SIBERIA	18,000 " FRIDAY, 17th Dec., at Noon.
MANCHURIA	27,000 " FRIDAY, 31st Dec., at Noon.
CHITTO MARU	21,000 " FRIDAY, 7th Jan., at Noon.

The L.S. MONGOLIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, November 13th, at Noon.

Farer: Hongkong to London £71. 10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE

China.....10,200 Tons, FRIDAY, 24th Dec., at Noon.

Asia.....9,500 " FRIDAY, 14th Jan., at Noon.

The line Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports£43.

Hongkong to London: via New York£45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bill of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passages and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agents.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1909.

MARSHALLS, LONDON, AND ANTWERP, via SINGAPORE, PENANG, CLOMBO AND PORT SAID.

WAKASA MARU, Capt. N. Nielsen, Tons 6500, Nov., at Daylight.

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TARGETS THAT FIRE AT THE MARKSMEN.

The following article taken from a recent number of The Illustrated London News will interest a number of our readers who go in for rifle shooting.

The marksmen aims at moving pictures shown on a screen by a cinematograph; and thus, for instance, may practice shooting against figures that advance and retire, take cover and emerge from cover, run or walk or crawl, and which actually appear to be firing at him. In this way, it is claimed, he uses his rifle under conditions that are far nearer the "real thing" than any that have been possible heretofore. On this target one can even see the smoke from the enemy's rifles blown away by the wind, and all the exciting details of his movements are placed before the rifleman so that his capabilities can be tested to the utmost. The method of working is quite simple. The target apparatus consists of two rollers, upon which is a roll of white paper forming a screen whereon is projected the living picture. When the enemy is seen or commences to fire—as shown by his smoke—the marksmen starts practice, and, by a self-recording system, when a hit is made, the result is signalled instantaneously on an indicator at the firing point, which shows the value of the hit, and when the shooting is finished, registers the total value of the hits. The length of range can be varied from fifteen to twenty-five yards for this system. The whole scheme can be made automatic, so that one person can, by pressing a button, start or stop the machine at will, and a subject can be run continuously by electric motor, the film being unrolled and re-wound automatically. These realistic targets (known as the Paterson Musgrave Patent) were invented by Mr. James Paterson, a member of that well-known firm, the Wilkinson Sword Co.

For further information as to Passages and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agents.

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S. SILVERSTONE, Agents.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	MARSEILLES	LYONS
Colombo		MARSEILLES & LYONS	(Brindisi)	(London)
Steamer	Leave	Steamer	Due	Due
ARCADIA	Feb. 5	MAWUTIA	March 5	March 11
ASSAYS	Feb. 19	CHINA	March 19	March 26
DELTA	March 5	MAWUTIA	April 5	April 8
MAWUTIA	March 19	CHINA	April 19	April 22
MAWUTIA	April 5	CHINA	April 30	May 6
MAWUTIA	April 19	CHINA	May 14	May 20
MAWUTIA	May 5	CHINA	May 28	June 3
MAWUTIA	May 19	CHINA	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (Including Surtax):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
Hongkong	about	about
SYRIA	January 28	March 12
SUMATRA	February 9	March 23
NYANZA	February 23	April 7
SUNDA	March 6	April 20
MALTA	March 20	May 4
SARDINIA	April 3	May 17
NOBE	April 17	May 31

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax):
1st Saloon.....£55.0 Single. £82.10 Return.
2nd ".....£35.10 " £67.4 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, November 17, 1909.

DOUGLAS, LAPRAIK & CO., General Managers.

125

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS

ARRIVE HONGKONG

FROM AUSTRALIA

LEAVE HONGKONG

FOR AUSTRALIA

ALDENHAM

OCT. 19.

19th Nov., at Noon.

EMPIRE

Nov. 14.

6th Dec., at Noon.

EASTERN

Dec. 14.

6th Jan., at Noon, 1910.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Meats, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1909.

1497

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMERS

Tons

Captains

For

Sailing Date

SAFARI

2540

B. Rogers

Manila

Nov. 6, at Noon.

SAFARI

2540

W. E. Almond

Manila

Nov. 13, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, April 14, 1909.

617

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA'.

10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, VIA BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at—

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, August 18, 1909.

1030

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK

(With Liberty Call at the Malabar Coast).

THE Steamship WYNERIO,

will be despatched for the above Ports on

SATURDAY, the 20th November, 1909.

For Freight, apply to

ARNHOLD, KARBURG & CO., Agents.

Hongkong, October 26, 1909.

1336

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL & ANTWERP.

THE Steamship BRECONSHIRE,

Captain TOMLINSON, will be despatched

on SATURDAY, the 20th inst.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, November 1, 1909.

1360

DENTISTRY.

DR. CHAS. FONG,

DENTIST.

34, QUEEN'S ROAD CENTRAL.

(Opposite Post Office).

American Graduate with twenty years' experience in the practice of Dentistry, specialist for treatment of teeth.

Hongkong, April 16, 1909.

530

DR. HARRY FONG,

DENTIST.

41, QUEEN'S ROAD CENTRAL.

Hongkong, November 18, 1909.

1379

S. IEN TING,

Surgeon Dentist.

No. 14, D'ARCY STREET.

TERMS VERY MODERATE.

Consultation Free.

SINGON & CO.

IRON, STEEL, METAL AND HARD

WARE MERCHANTS. Wholesale and

Retail. Ironmongery, Pig Iron and

Foundry Castings, etc. General Store

keepers and Shipchangers. Nos. 35 and

37, HING LING STREET (2nd Store, west of

Central Market) Telephone No. 515.

Hongkong, September 4, 1909.

1134

LABUAN COAL.

NOTICE.—This coal can only be

obtained from the LABUAN COAL

FIELD CO., Ltd. who are now prepared to

supply fresh coal straight from the mines.

Agents: "LABOR LABUAN,"

BRADLEY & CO., Agents, Hongkong.

Hongkong, August 11, 1909.

1014

JARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND

SURVEYORS.

4, QUEEN'S BUILDING, HONGKONG.

JARMICHAEL, HONGKONG.

JARMICHAEL, SINGAPORE.

A.B.O. 4th and 10th Editions.

Globe's Standard; Walker's, Western

Union and A.L. Telephone No. 232.

BRANCHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'China Mail' Office, 5, Wyndham Street.

Price 30 cents.

S. A. T. S. K. I. N. G.

The Trans-Pacific Line.

Translated by E. J. FERR, P.E.D.

To be had at the 'China Mail' Office, 5, Wyndham Street.

Price 30 cents.

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship KLEIST,

having arrived, Consignees of cargo are

requested to call on their Goods, with the

exception of Opium, Treasure and Valu-

ables, being landed and stored at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

Kowloon and West Point Godowns, where

delivery may be obtained.

No claims will be admitted after the 10th of

November will be subject to suit.

All broken, chafed and damaged Goods

are to be left in the Godowns where they

will be examined on the 10th of November,

at 9.30 a.m.

All claims must reach us before the 14th of

November, 1909, or they will not be

recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Underwriters.

This Steamer brings Cargo:

Ex s.s. 'Sutro' from Swatow.

Ex s.s. 'Crescent' from Yokohama.

Transhipped at Post-Sail.

NORDDEUTSCHER LOYD,

MEYER & CO.,

General Agents.

Canton, November 3, 1909.

1330

INDO CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship 'Pookang',

having arrived from the above Ports

Consignees of Cargo by her are hereby

informed that their goods will be delivered

from alongside the discharge or remain-

ing on board after 4 p.m., the 4th inst.

will be landed at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, November 3, 1909.

1373

FROM EUROPE.

THE H.A.L. Steamship

SILVIA,

Captain W. H. H. having arrived, Con-

signees of Cargo are hereby informed that

their goods are being landed and placed at

their risk in the Godowns of the Hongkong

Kowloon Wharf and Godown Company, Limited,

Kowloon, where delivery may be obtained

against Bills of Lading countersigned by

the Underwriters.

Optional Cargo will be forwarded unless

notice to the contrary be given before

10 a.m.

All claims must be presented within ten

days of the steamer's arrival here, after

which date they cannot be recognized.

No claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 9th inst.,

1909, will be subject to suit.

All Broken, Chafed, and Damaged Goods

are to be left in the Godowns, where they

will be examined on the 9th inst., 1909,

at 3 p.m.

No Fire Insurance will be effected by us

in any case whatever.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, November 3, 1909.

1374

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU,

JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship

MONGOLIA.

The above-mentioned steamer having

arrived, Consignees of Cargo are hereby

notified to send in their Bills of Lading for

countersignature, and take immediate

delivery of cargo from alongside.

Cargo landed and otherwise damaged cargo

will be landed at once at Consignees' risk

and expense.

Cargo remaining on board after WED-

NESDAY, Nov. 3rd, 1909, at noon, will

be landed and stored at Consignees' risk

and expense.

No Fire Insurance whatever will be

effected.

All cargo undelivered on MONDAY,

Nov. 8th, 1909, at noon, will be subject

to suit.

Cargo undelivered on SATURDAY, Nov. 6th, 1909,

at 10 a.m.

S. SILVERSTONE,

Agent.

Hongkong, November 1, 1909.

1366

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes

7.30 a.m. to 10.00 a.m. Every 15 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 11.45 p.m. Every 15 minutes

11.45 p.m. to 1.15 p.m. Every 15 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 15 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 3.30 p.m. Every 15 minutes

3.30 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 4.30 p.m. Every 15 minutes

4.30 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 5.30 p.m. Every 15 minutes

5.30 p.m. to 6.00 p.m. Every 15 minutes

6.00

